

## LE TRACY DRIVES TO VICTORY

## FINISHES FIRST IN VANDERBILT ELIMINATION TRIAL.

LeBlon Race With LeBlon in Which Frenchman Is Defeated—Miller a Minute Winner—Locomotive, Thomas, Haynes, Pope-Toledo and Christie Are Selected.

GARDEN CITY, Sept. 22.—The elimination trial for American automobiles which was held at Garden City, N. Y., on Saturday, Sept. 22, was the first of a series of trials presented for international competition. The trial was held at Garden City, N. Y., and was the first of a series of trials presented for international competition. The trial was held at Garden City, N. Y., and was the first of a series of trials presented for international competition.

For one top deliberately planned race, the distance of 297 miles by Tracy, LeBlon, Haynes, Thomas, Pope-Toledo, and Christie. The race was held at Garden City, N. Y., and was the first of a series of trials presented for international competition. The trial was held at Garden City, N. Y., and was the first of a series of trials presented for international competition.

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In the day before the handsome Italian had negotiated a single lap. Four cars were thus out of the running practically at the start. Trouble with his magneto and oil and gas also helped to put Callois totally out of the game. Roberts' Thomas could not last long with a broken valve rod. Belden's Frayer-Miller, which had such trouble to get started, was worked up into such a frenzy that on the fifth lap it had to be withdrawn because the engine was overheated. That left the field to five cars.

For the first lap Lytle was the leader and he held this advantage for still another circuit, when he slipped back to second, while LeBlon gained the advantage. Tracy was ahead in the fourth, having come up from sixth. Lytle still was second. His tire troubles were what ruined his chances. In the fifth LeBlon came back into the lead because Tracy used up several minutes in overhauling the car and, as he said, putting in new gasolene and oil. He got back his lead with the sixth round only to be outstripped by LeBlon in the seventh. By the eighth, a minute LeBlon was first in the eighth, but he went totally out of it in the ninth, when Tracy ran very close to him, as against nearly 47 for the Frenchman, whose tires certainly were not doing their work.

There was one unpleasant feature of the management and that was that the wire fence had been put up for a thousand feet to the west of the grand stand toward Minola the vast crowd of persons gathered at the dangerous turn of Minola avenue into the turnpike persisted in rushing out there each time a racer was in sight. Automobileists are accustomed to getting gouged on prices, but the way they were hiked on them to-day was a crime beyond hope of pardon. Coffee of the "perhaps" kind was valued at 10 cents per small cup and it was a monstrous beverage. Cigars that ought to be ashamed when 5 cents is asked for them sold at 15 cents, while cigarette prices just doubled. The only thing anybody got for nothing reported the whole afternoon was a cigarette given to a native of Garden City by a visitor.

Mr. Brooks and Mrs. Vanderbilt got tired one time of hearing Peter Prunty say "Flower Hill" and they called him over and carefully instructed him that he should say "Arbor Hill." Peter had announced before most of the young crowned heads of Europe, bore his part of the conversation well and retired with the grace of a duchess, leaving the royal presence.

A party of French persons had every one hungry about the middle of the morning when they produced a little French motor hamper which was filled with prepared food or the makings. They had several different kinds of sandwiches and slices of chicken were served on white, decorated, lined trays. When that part of the meal was over one of the men in the party brewed a pot of cocoa over a little spirit lamp. Every one was quite satisfied. N. B.—He did not wash the breakfast dishes.

## HOW THE RACE WAS WON.

Lytle, the Early Leader, Gives Way to Tracy and LeBlon.

GARDEN CITY, Sept. 22.—In spite of the misgivings of the misanthropes, the second annual occasion upon which an elimination trial was necessary to select the American team in the Vanderbilt cup race was not marred by any connection with the hoodoo number 13, as, after all, there were but an even dozen of cars sent away this morning. Of the twelve drivers, Mongini made the most sensational start, while Belden in Frayer-Miller No. 3, which was 18 in the official list, was the slowest to leave the mark after Starter F. J. Wagner had counted ten backward in his ear.

Joe Tracy was about the only driver who received much of an ovation when he droyed up to the starting line, but the reception accorded him then was a mere trifle compared to the outburst of applause when the Locomobile driver went over the tape a victor. Callois and LeBlon had a little difficulty in getting away, Callois being delayed for 25 seconds and his compatriot one second longer. Roberts took 9 seconds to get away after receiving the word.

W. H. Owen, the Maxwell pilot, was the driver whose withdrawal brought the field down to a dozen. J. D. Maxwell, who entered the race, sent a letter to Chairman Thompson very late last night making a formal declaration that his car would not start in the contest.

Disaster began to overtake the machines in the very first round. Leo A. Frayer, driving one of the three Frayer-Miller cars, was eliminated in the first round and had to stop at Roslyn because one of the radius rods on his machine was broken. The Matheson had gone, but about 30 yards further than the twenty mile point of the first round when it smashed into a tree.

Mongini was rather badly shaken up after the accident and could not give a very coherent account of what happened. He did not think he was going faster than fifty miles an hour up the Manhasset hill and said he had not been trying to pass Lytle, as was reported. One of the rear tires on his racer was punctured and this no doubt was a contributory cause of his running into a telegraph pole. The mechanic was not at all hurt when he and Mongini were thrown out of the car, however, was projected into the air but does not remember striking the wire strung overhead. He fell on his right wrist, which he sprained a few days ago and he was very badly bruised. He was taken to the Garden City Hotel, where a doctor attended him.

Joe Tracy lost 4½ minutes on the first round while a punctured tire was being replaced. When the damaged tire was removed from the rim it was discovered that the tube had been pinched when the tire had been put on the car on Thursday night.

Lytle, who had started second, was the first to pass the stand again, and his time of 32 minutes 33 seconds was the fastest for the first round. LeBlon followed him, and then came Christie, Belden and Harding. Tracy was the sixth driver to pass the stand on the first round, and he was followed by Callois, who was eliminated in the first round by LeBlon and Callois. Keeler did not come. As if the accident had not been enough, more than twice the time required by the other contestants. Roberts was the slowest one in covering the circuit, his time being 3 hours 5 minutes and 40 seconds.

Lytle was again the first to finish a round when he passed the stand for the fifth time, but LeBlon was leading in the time score, having made the round in 32 minutes 11 seconds. Though they did not complete their fourth round, the time was not much later, these were the last rounds for Roberts and Belden. Callois managed to keep his car going in spite of a balky magneto for one round more than Roberts. LeBlon finished the sixth round ahead of Tracy, but the latter displaced him in the time score, having made the course that day in 28 minutes 23 seconds. LeBlon kept his place as leader past the stand for the seventh round and was the leader in time as well, his time for the eighth round being 31 minutes 18 seconds. LeBlon was first for both place and time in the eighth round, his time for the round being 31 minutes 18 seconds.

## AUTOMOBILES.

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# Haynes Automobile Wins IN THE Vanderbilt Race

Over the highest powered racing cars ever run in America,

Repeating its victory of last year. The most phenomenal record ever made by A REGULAR 50-HORSE POWER STOCK TOURING CAR in the history of racing. Covering 297 miles in 6 hours and 25 minutes, every lap of which was made as regular as clockwork,

Beating One 120 H. P. Special Built Racer.

"	Two	60	"	"	"	"	"
"	Three	110	"	"	"	"	"
"	Two	115	"	"	"	"	"
"	One	90	"	"	"	"	"

CATALOGUES ON REQUEST.

## HAYNES AUTOMOBILE CO.,

The oldest manufacturers of motor cars in America.

1715 BROADWAY.

Factory, Kokomo, Ind.

Chicago Branch, 1420 Michigan Ave.



The exclusive equipment of every American car entered for the Vanderbilt cup race, eliminations and finals, made in yesterday's trials a record unequalled in the whole world's history of great automobile contests. Fifty-two tires started in the race. Only 8 were changed; all on account of punctures or similar accident.

### THE WINNERS SAY:

Joseph Tracey, Locomobile, first: "I have always used Diamond tires. They gave wonderful satisfaction to-day." LeBlon (the great French driver), Thomas, second: "I find Diamond tires positively the best I ever rode on. I changed only one tire in this race. I have been accustomed to change both rear tires twice in every such race." H. N. Harding, Haynes, third: "A puncture or two was my only trouble and I know the course was full of nails." Herbert Lytle, Pope-Toledo, fourth: "Diamond tires have always given me great service. Barring an accident due to puncture, I had no trouble to-day." Walter Christie, Christie, fifth: "I want no better tires for the big race than the Diamonds I used to-day. They gave absolute satisfaction." The brilliant French driver, Callois, expressed unbounded satisfaction with Diamond tires, saying: "They are very, very fine. I never dreamed that tires could be so fine."

YOU can have tires like these on YOUR car if you wish. Yesterday's trials were the first public appearance of our 1907 construction.

1717 Broadway, NEW YORK.  
78 Rade Street.

### THE DIAMOND RUBBER COMPANY

AKRON, OHIO.

seconds. Tracy took the lead in both place and time when he finished his ninth round, making it in 31 minutes 27 seconds.

Tracy's last round was completed in 34 minutes 6 2/3 seconds and his total time for the 297.1 miles was 327 minutes 45 seconds. LeBlon's time for the race distance was 5 hours 31 minutes 25 seconds and Harding's time was 6 hours 25 minutes 49 seconds.

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### DOGS, BIRDS AND POULTRY.

to visit or write Rob Roy Presto Kennels to-day and get the best blooded terriers offered. MYRON W. ROBINSON, Englewood, N. J.

ment as associate editor of the *Analectic des Waters*, which he later resigned, and established the *Waters* in 1885. On account of ill health he had to dispose of the paper in 1890, and one year later returned to Germany, where he was engaged in the practice of law in Syracuse, and one daughter, Maude Isabelle, who is now the wife of Daniel F. Kellogg of this city, survives him.

**SAMUEL BLAND ARNOLD DEAD.** Was One of the Men Convicted of Complicity in the Plot to Assassinate Lincoln.

WASHINGTON, Sept. 22.—Samuel Bland Arnold, one of the men convicted of complicity in the plot to assassinate Abraham Lincoln, died on Friday at the home of his sister-in-law, Mrs. Helen T. Arnold, at Waverly, Md. Arnold acknowledged that he had been concerned in several plots to assassinate Mr. Lincoln and carry him inside the Confederate lines, but he always denied that he was a party to the assassination plot. He was sentenced to life imprisonment in the Albany penitentiary, but afterward was transferred to Dry Tortugas. He was ultimately pardoned. Most of his life since then was spent on his farm at Fair Haven, in Anne Arundel county, Md. A fractured leg sent him to Johns Hopkins Hospital in Baltimore and shortly thereafter he contracted consumption, the cause of his death.

Arnold's record of crime after his release from prison and seldom had dealings with his neighbors. A diary which he kept in the Dry Tortugas was intended to be published after his death, but he was persuaded to permit a newspaper to print it four years ago. It was filled with charges of cruel treatment. Arnold was buried at Green Mount Cemetery, Baltimore, where the Booth family has a plot, and where John Wilkes Booth is supposed by many to be interred. Only one of the Lincoln conspirators, John Burritt, is surviving.

**Obituary Notes.** Carl Drenzer, a former resident of St. Louis and one of the oldest newspaper men in America, died at 8 o'clock yesterday morning in Neekarsum, Wurtemberg, Germany. He was born in 1820 in Odenheim, in the province of Baden, Germany, and studied law in Heidelberg. He was a member of the Baden Corps and took an important part in the German revolution of 1848-49. When the revolution collapsed he succeeded in escaping to Switzerland, where he remained several years. Later he came to this country and went to St. Louis, where he found employment.